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Maintenance

**PROCEDURES FOR THE MANAGEMENT OF REPEAT,
RECURRING AND COULD NOT DUPLICATE DISCREPANCIES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This Operating Instruction (OI) establishes policies and procedures for identifying, routing, tracking, and documenting repeat, recurring and Could Not Duplicate (CND) discrepancies. This OI applies to all maintenance organizations under the 16th Logistics Group.

1. Definitions:

1.1. Repeat Discrepancy: A discrepancy that occurs on successive sorties with all maintenance actions and operational checks completed.

1.1.1. In-flight operational checks do not negate repeat discrepancies unless the system can not be tested (ops checked) on the ground.

1.2. Recurring Discrepancy: A discrepancy that occurs twice during five successive sorties (including the current sortie being debriefed) with all maintenance actions and required operational checks completed.

2. Policy:

2.1. Use the following procedures when clearing a repeat or recurring discrepancy:

2.1.1. A qualified technician, five level or higher, will enter the corrective action and sign the "Corrected By" block of the AFTO Form 781A (Maintenance Discrepancy And Work Document). A production inspector for the affected system, seven level or higher, will investigate all related maintenance actions, sign the "Inspected By" block, and initial over the symbol. The person who signs the "Corrected By" block will not be the same person who signs the "Inspected By" block.

2.2. Documented discrepancies that cannot be duplicated require personnel with the most system experience possible to investigate. Personnel will make every effort to duplicate the circumstances that created the reported discrepancy. The discrepancy may be cleared only after thorough troubleshooting has been accomplished. CND discrepancies will be investigated and cleared in the same manner as repeat/recur discrepancies with the following exception:

2.2.1. When the maintenance effort to duplicate the discrepancy is accomplished by a qualified seven level production inspector, the inspector will document "Could Not Duplicate Malfunction" in corrective action block, and clear the discrepancy by signing the 'inspected By' block and initial the symbol. The "Corrected By" block remains empty.

2.3. When more than one workcenter is required for investigation and troubleshooting of a repeat, recurring or CND discrepancy, each workcenter will make a separate forms entry referencing the original discrepancy. The primary workcenter will also clear the forms as described in section 2.1. The additional form entries will be referenced in the corrective action block of the original discrepancy.

3. Procedures:

3.1. Debriefers will:

3.1.1. Review the last four maintenance debriefs for the aircraft (not including the current sortie being debriefed) to identify possible repeat or recurring discrepancies.

3.1.2. Indicate in red, "Repeat" or "Recurring" in the appropriate discrepancy block of AFTO Form 781A (Maintenance Discrepancy and Work Document).

3.1.3. Enter all discrepancies into the CAMS computer, and annotate all repeat or recurring discrepancies by typing REPEAT or RECURRING, and the previous job control number (JCN) in the discrepancy block.

3.1.4. Retrieve and print-out the corrective actions for the original discrepancy and any repeat or recurring discrepancies by entering the JCN of each on CAMS screen 122 (refer to note 1).

NOTE 1: If the CAMS computer is down, debrief personnel will use AFSOC Form 25, Debriefing and Recovery Preplan, for debriefing all discrepancies, annotating in red all repeat or recurring discrepancies. They will enter the previous JCN in the discrepancy block. The routing will be the same. However, the workcenter involved must document the corrective actions for the original and each repeat or recurring discrepancy.

3.1.5. Forward the repeat or recurring discrepancies to the appropriate squadron for review.

3.2. The 16 AGS, 16 HGS, 16 MXS, 16 EMS, and the 16 CRS will take the following actions:

3.2.1. Enter all maintenance actions into the CAMS computer immediately after being completed.

3.2.2. The flight chief will review the corrective actions to insure that proper maintenance repairs have been made.

3.2.3. The production superintendent will review the information and add any comments.

3.2.4. The squadron maintenance officer or designated representative will review and add any comments.

3.2.5. Each affected workcenter involved is provided a copy of the information, which is filed for 90 days.

4. MC-130H **CT-II:** Aircraft under warranty will use the following procedures along with paragraphs 2.1.1 and 2.1.2 for failures that fall under the essential performance

warranty.

4.1. The Debriefing will stamp the AFTO Form 781A (Maintenance Discrepancy And Work Document) discrepancy block with "EP WARRANTY" all discrepancies that experience problems with system accuracy, operating range, capability and reliability.

4.2. Maintenance technicians will check the system IAW applicable technical data.

4.2.1. If the discrepancy is isolated to aircraft wiring or a Line Replacement Unit (LRU), then a Warranty Deficiency Report (DWR) will be submitted.

4.2.2. If the discrepancy is a CND or a repeat and recurring item, the technician will prepare a Warranty Special Operational Request Form IAW the weapon system warranty plan. He will then annotate the AFTO Form 781A (Maintenance Discrepancy And Work Document) for a Warranty Inflight Special Operational Check Required. The form will be placed in the AFTO 781 binder with one copy sent to the Base Warranty Manager (16th Logistics Group Quality Service). The request will remain in effect until three operational checks are accomplished or until an operational deficiency is validated. Once completed, the Special Operational Request Form and all corrective and supporting data are forwarded to the Base Warranty Manager.

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